

MAKING A SEAPORT.

The scheme of making Manchester(Eng.) into a seaport is again on the tapis, and judging from the spirit of earnestness which is animating the advocates and promoters of the work, its accomplishment at a not far distant day seems highly probable. The project is the conversion of the River Irwell into a canal by widening and deepening it suitably throughout its course, some 38 miles, to the point at which it enters the Mersey, about 7 miles below Liverpool. The salt water tide would thus be admitted, and to the advantages of a waterway for ocean shipping would be superadded the obvious sanitary blessing of transforming what is now and has long been, a filthy disease-breeding stream, into a wholesome water stretch flushed twice in every twenty-four hours by the health-giving tide from the old ocean. The cost of the work is variously computed at from five to fifteen million sterling, and even at the largest sum mentioned, it is reasonably calculated that the enormous imports and exports through the canal would yield a good return upon the investment. The large outlay, moreover, that must be made for wharves or docks and warehouses, and the attendant increase in the value of property as a consequence, would form no inconsiderable addition to the city's wealth and importance. All this means, undoubtedly, a *protanto* diversion of traffic from Liverpool, the effects of which the latter city could not but seriously feel. The ultimate results, however, of such a work on all the various interests involved it is difficult to forecast, and impossible to estimate. We shall watch with interest the outcome of the agitation now rife in Manchester upon this matter.—*Monetary Times*.

RAFTS ARRIVED.

The Quebec Chronicle gives the following list of rafts, &c., arrived:—

Aug. 7—J. B. O. Latour, white pine, &c., Cap Rouge.

Perley & Pattee, white pine, &c., Hallow cove.

B. Caldwell & Son, white and red pine, St. Lawrence Docks.

Fraser & McCoshen, white and red pine, St. Lawrence Docks.

Collins Bay Co., pine, etc., Sharples' cove.

Smith & Mackey, white and red pine, Cap Rouge.

Aug. 8—J. McRae & Co. and A. McIntyre, staves, Indian Cove West.

Higham Lot, deals, South Quebec.

Aug. 9—John Roche, deals, Wolfe's cove.

Aug. 10—Levi Young, red pine, Windsor cove.

A Lumber Company as a Farmer.

The Kirby-Carpenter Company is getting things fixed so that when its stumpage on the Menominee is used up the members of the company will have something to fall back on for a living. At its nine-mile farm a barn is being erected 36 x 150, with 20-foot posts, with a basement eight feet in the clear. The company has several farms, all in crop, and the harvest of hay is immense. The company will cut 700 or 800 tons of hay, and the harvest of root crops would suffice for a large section of Ireland's population. We shouldn't wonder if Mr. Carpenter would before long write a book on what he "knows about farming," like the lamented "H. C. — Northwestern Lumberman."

Swedish Forests.

The board of the Swedish Crown forests has just published its review for 1880, of which the following will no doubt interest our readers. The whole surface of the kingdom of Sweden is estimated at 10,051 acres, of which 8,892 acres, or 88.47 per cent., are covered with forests. Of these 1,409 acres are Crown forests, and the rest, or 7,483 acres, are private property, the latter being 74.45 per cent. of the whole area of the kingdom.

Cement For Leather Belting.

Common glue and isinglass, equal parts, soaked for ten hours in just enough water to cover them: bring gradually to a boiling heat and add pure tannin until the whole becomes rosy or appears like the white of an egg. Buff off the surfaces to be joined, apply this cement warm and clamp firmly.

Russian Saw Mills.

At the National Exhibition at Moscow, says the *Ironmonger*, is a saw mill put up by the Vyborg Mechanical Works, on the system usually adopted in Finland. The framing is a combination of timber and iron, produced in a cheap way, and admirably suited to the wants of Russia. The mill is complete with engine, driving gear, hauling gear, and circular saw, the frame being capable of taking in a 30 in. log, and with the boiler and all connections, including strapping, is sold for about £600. The work is not of that finish seen in the frames of Ransomes or other English makers, but for all practical purposes it answers the end in view by cutting 60 trees per day of 28 ft. average length. The frame alone costs £240 with gearing.

A New Demand.

The *Timber Trades Journal* says there appear to be some rather heavy shipments of firewood ends just now coming forward, and it would be interesting to know to what purpose, other than the making of firewood chips, the wood is being applied. We expect this demand for ends has grown out of the enormously increased number of small wooden boxes that are in these times required for such multifarious purposes. Thousands and tens of thousands of small domestic articles are now-a-days packed and sold in wooden boxes, and thus a new and exceedingly important branch of commerce has been established, which directly affects the interests of the wood trade.

Sweden and Australia.

The Stockholm correspondent of the *Timber Trades Journal* says:—The cargoes shipped to Australia are also getting very large, but the loading of these large Australian cargoes is much pleasanter for the shipper than the monster steamers to England. The *Maraval*, of Glasgow, an iron ship, carrying probably nearly 700 standards, is now in course of loading at Nacka, near Sundsvall, by Mr. J. A. Enhorning, for Hobson's Bay. The Australian trade is now very important for Norrland, and is developing rapidly, as I have frequently of late had to point out.

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